

### Remarks/Arguments

The Examiner has rejected claims 4, 5 and 7-11 under 35 USC 103(a) as being obvious over US6,663,767 (Berlowitz et al) alone or in combination with US6,776,897 (Bacha et al). To the extent not obviated by the above amendment to the claims the rejection is respectfully traversed.

The invention relates to a method of reducing combustion related deposits in a diesel engine, said method comprising introducing into a combustion chamber of the engine a diesel fuel composition incorporating a Fischer-Tropsch derived gas oil in an amount that reduces subsequent combustion related deposits in the engine and/or removing previously incurred combustion related deposits in the engine. Further, the invention relates to a method for assessing the performance of a candidate diesel fuel composition by a certain method that includes measuring the level of combustion related deposits in a diesel engine.

Berlowitz discloses blended diesel fuel that exhibit better than expected emissions and sulfur content (see abstract). Further, in the described engine testing, there is mention of the measurement of regulated emissions and of emissions of hydrocarbons, carbon monoxide, nitrous oxide and particulate matter (see column 6, ENGINE TESTING).

Bacha discloses a stable distillate fuel blend prepared from at least one highly paraffinic distillate fuel component and at least one highly aromatic petroleum-derived distillate fuel component.

However, the claimed invention in the present application is concerned with the reduction of combustion related deposits in a diesel engine, for example in their fuel injection systems, in particular in their injector nozzles. In other words, it is concerned with the cleanliness of the engine, rather than with emissions from the engine or oxidation stability of the fuel blend. The examples in the present application describe reduced fuel injector fouling (see pages 22-28). Further the claimed invention is for a

method of assessing the performance of a candidate diesel fuel composition by a certain method that includes measuring the level of combustion related deposits in a diesel engine. Neither Berlowitz nor Bacha discloses a method reducing combustion related deposits in a diesel engine (i.e., clean engine deposits) or a method for assessing the performance of a candidate diesel fuel composition by a certain method that includes measuring the level of combustion related deposits in a diesel engine.

Accordingly, Applicants respectfully request withdrawal of the 103 rejections.

## **CONCLUSION**

Applicants respectfully request consideration and allowance of the pending claims. The Commissioner is authorized to charge fees in connection with this response to Deposit Account No. 19-1800 (File no. TS7607), maintained by Shell Oil Company. The Examiner is respectfully requested to reexamine the claims and pass the case to issue. If it would be considered helpful in resolving any issues in the case, the Examiner is encouraged to contact the undersigned at the number below.

Respectfully submitted,

**Richard Hugh CLARK, et al.**

By 

Their Attorney, Yukiko Iwata  
Registration No. 35,748  
(713) 241-5593

P. O. Box 2463  
Houston, Texas 77252-2463